

The National

Falcon

MAY 2019

News

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



**1964 FALCON FUTURA HARDTOP
REBECCA ISSA
SANTA CRUZ, CALIFORNIA**

ON THE COVER

Rebecca Issa's 1964 Falcon Futura Hardtop Santa Cruz, California (FCA #15755)

Rebecca Issa is a Deadhead from way back, an east coast transplant married to a Gold Country Galic. Other than rotating wheels and changing oil, she wasn't into cars growing up. Then she met Michael, they fell in love, and started a Falcon Family. Read Rebecca's story by Michael and see more photos of their cars on page 16.



NEW PASSWORD

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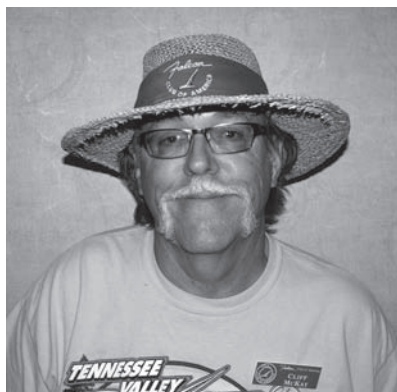
IN THIS ISSUE

- 3 President's Message By Cliff McKay
- 4 Chapter Check-Ins
- 6 1960 and 1961 Falcons
- 8 YIKES! By David Farias
- 10 Chapters by Region
- 12 Dashboard Detectives:
Intrigue from a Minnesotan's
Ford Falcon Radio
- 14 Classified Advertising
- 16 "Buy Me a Falcon," Red said.
By Michael Issa
- 20 I Want to Join the FCA, But...
By Mary Wagner
- 21 An Encounter with a Falcon of
Another Breed By Bruce Wolfe
- 22 What Do Our Birds Have in
Common With Those Other
Falcons?
- 24 Calendar of Events
- 24 Are You Colo-Ready?
- 27 FCA Board of Directors, Officers,
and Regional Directors
- 28 The Gift of a Lifetime
Submitted By Rod Gerdes
- 29 Technical Tips for the Mechanically
Challenged By Al Aiello
- 30 FCA Members' Advertising
- 31 How to Advertise/Ad Index

The
National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to editor@falconclub.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.

PRESIDENT'S MESSAGE



Cliff McKay
FCA President

“Spring and summer are really the best times for chapter folks to get out and look around your local areas for new Falcons, as well as to invite prospective new members.”

Spring is finally in full swing! I hope all of you are able to take full advantage of extended daylight hours, along with some much-improved spring weather, to get out and show off those great Falcons. By now I will have already been to several local car shows of the season and my bet is, you all may have too. The Falcons are soaring again! I trust you were able to use your long winter months to get your Falcons all dressed up, ready to show and shine with the best of the cars in your area.

Spring and summer are really the best times for chapter folks to get out and look around your local areas for new Falcons, as well as to invite prospective new members. Ask folks to participate in some of our local fun with our great Ford cars, trucks and vans. Use those FCA cards to introduce yourself and share your personal FCA experiences with them. Maybe even take along a recent FCA magazine to show and share with them as well!

May will be a busy month for all of us with lots of non-Falcon stuff happening. Don't forget Mother's Day, Memorial Day, and all those Graduation Days too! Hopefully the Third Coast Chapter will have pulled off a great first Spring Regional in April!

Our FCA Club Store already placed orders for nice items and in varying popular colors for the Nationals. We have tried to come up with a great assortment of FCA clothing and ordered it in various sizes. This usually means we just take our best

educated shot based on previous sales and quantities of various sizes. We request your feedback so that we can provide the items you all will want to purchase.

Speaking of Nationals, don't delay in getting your event registration in for the Meet in Winter Park, Colorado soon! The host hotel is a very nice facility, but note, larger families may be better suited in the larger condos surrounding the hotel. Sounds like it will be a good show and July will be here before you know it. If you should meet a first time National attendee or a new FCA member at this year's event, please give them a heartfelt welcome to our event!

I always like to encourage members to plan to include kids as you go to your car shows. Our FCA heritage is to share your Falcon interests with those who you might observe noticing your car or checking it out. You may not think your car is a “show” car, but when you are out and about and folks ask you about it, you are really “showing and sharing” your Falcon. You might have just piqued the interest of someone who might just become a new Falcon owner and an FCA member too!

Take care and may God bless us one and all. Now get those birds out flyin' safely down our highways. Have fun as usual getting them out for a spring regional, as well as local cruises and car shows!

—Cliff McKay (FCA #7987)
Peck, Kansas

CHAPTER CHECK-INS



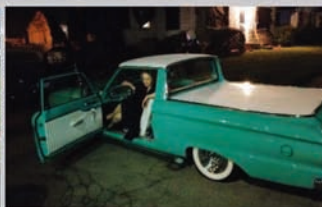
Local Falcons Make the Cut:

Submitted By: Stan Porter

Louis Testa and myself were recently asked to bring our cars to a local movie set that was filming in Cranston, RINot a big budget block buster movie but one that we are hoping will make it out there!

Louis's car was chosen for the main vehicle in these scenes with the actors talking in and at his car along with cruising in it for several scenes while my car and the 55 caddy were used as extras. All in all it was a fun time and a once in a lifetime adventure.

The working title for the movie is "Tell Tales"

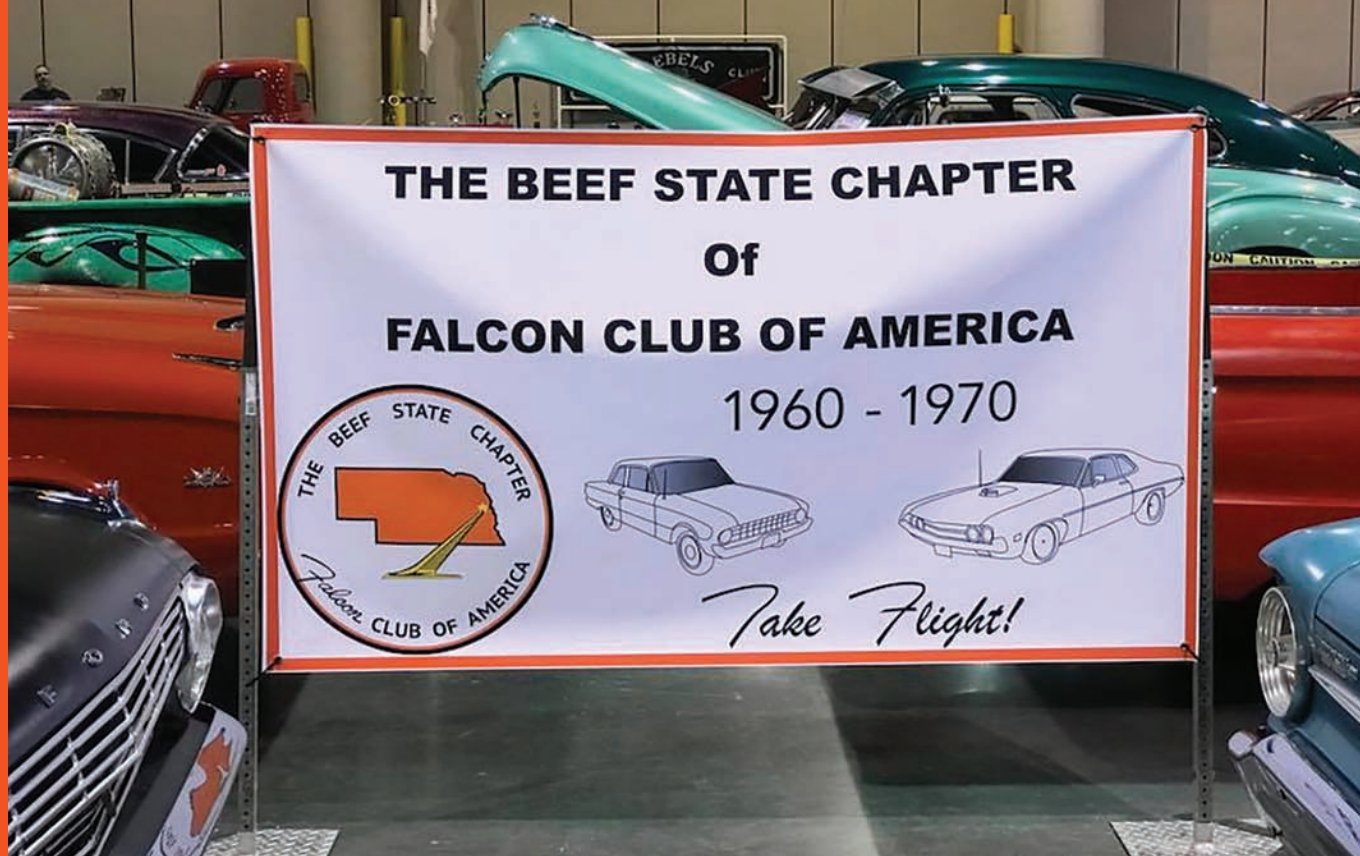


SONOMA COUNTY FALCONS

Chapter members stopped for lunch in Cloverdale at the Hamburger Ranch on their way to Ft. Bragg.



The Beef State Chapter participated in World of Wheels and have been busy celebrating their Chapter Anniversary, Halloween, and generally having a good time.



I spy a few Mid America Chapter members at the Beef State Halloween party.



1960 and 1961 Falcon similarities, improvements, and differences...

The 1960 and 1961 Falcons share basic body design and all sheet metal, bumpers, doors, trunk lid, fenders, and hood are interchangeable. Of special note: The Sedan Delivery was not introduced until the 1961 model year. Also, it was late in the 1961 model year (March 22, 1961) that the Futura Bucket Seat and console model was introduced. All glass, taillights, instruments, and wiring are the same. The basic body and trim differences are outlined below.

FRONT VIEW

1960 grille design is in a concave design with the parking lights mounted horizontally within the grille recess.

1961 grille design is a convex design with the parking lights mounted vertically.

NOTE: The difference in these grille shapes more than likely result in different mounting posts on the headlight buckets for the grille. Also the headlight doors are unique to each year.

REAR VIEW

For 1961 the block letters F-A-L-C-O-N across the back replaced the Falcon script of 1960 which was located—centered on the right side of the panel beneath the trunk lid—with the exception of the wagons and the Sedan Delivery. They retained the script.

SIDE VIEWS

1960 had only Falcon Script on the front fenders. For 1961 more exterior chrome was offered with the Deluxe trim kit. It consisted of two rows of trim encircling the sculpted indent along the sides. This trim followed these edges around the taillights and converged at the front fenders emphasizing the forward thrusting front fender “eyebrows.”

1961 added the “Speedy Bird” on the front fenders directly in front of the Falcon script. All 1961s got this bird except the Sedan Delivery and Ranchero.

Hub-caps and wheel covers were the same design for both years, but had a minor difference. The 1960 “bottle caps” had the FORD letters filled with black paint—the 1961 used white. The same on the wheel disks. Four segments encircled the disks with 18 small “hash marks” in each segment. On 1960s these marks were black-on 1961’s white.

1961 Futura side trim was unique in that it deleted the side trim of the 1961 Deluxe and added the teardrop shaped ornaments on the rear quarter panels. The Futura also got characteristic wheel covers with vent holes (16 of them) all around the perimeter, deluxe trim taillight rings,



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*Based on a comparison of manufacturer's suggested retail delivered price for Falcon to other compact equipped with radio, heater and automatic transmission.

1961 version, Ford Motor Company.

I LOVE THE FALCON

HAI YOU! DON'T EVEN KNOW WHAT IT MEANS TO LOVE!

Falcon '61
AMERICA'S MOST LOVED COMPACT

and bright metal trim around door and side window frames, windshield, rear window, and drip rails, sound deadening material glued to the underside of the hood, and the Futura had a narrow band whitewall tire option not available on other Falcon models.

The 1961 Futura interior featured all vinyl bucket seats with a console between and an all vinyl rear seat with a Falcon symbol imprint on the back seat. Aluminum kickplates, headliner, deluxe arm rests, and door inserts with mylar panels were designed especially for the Futura.

THINGS MECHANICAL

1960 had just one engine choice—the 144 ci with 85 horsepower

1961's 171 ci had an optional 191 horsepower “Special Six.” The 144 was the standard engine.

Unique to the 1960 engine was an “open style” air cleaner with no snorkle.

1961's air cleaner had a snorkle.

1960's Holley carb had a glass float bowl cover on the earlier production cars. These are quite scarce now.

1960 had axle ratios unique as follows: Code #1=3.56; Code #2=3.89. The 3.56 is standard for the Ranchero. One source claims the 3.10 was standard on sedan; another source

claims the 1960 only had Code 1 and 2 as choices.

1961's axle choices were: Code #3=3.10, Code #4=4.00, Code#5=3.20, and Code J=3.50.

The 1960 and 1961 both offered two transmission choices—a three-speed (2.77) manual transmission or the two-speed Fordomatic on the '60 that was still air-cooled.

1961 had a 170 engine with Fordomatic transmission that was water cooled. The 144 was still air-cooled.

For 1961, a dealer installed automatic choke became available for either engine choice.

1961's 170 engine had the following changes: longer stroke crankshaft with different rods and pistons. The 170 head had longer intake ports and valve heads with larger fuel passages. It also had larger intake valves, main bearings, water pump pulley, water pump impeller with a 15 inch fan. It also got a new distributor. The 170 also had a new and improved carburetor. And, it took a larger muffler and heavier rear axle and larger ring gear. The manual transmission used with the 170 had course pitch gears and the automatic had a modified torque converter.

1961 had other minor changes and/or upgrades to the 1961 Falcon which included:

- ❖ Heavier gauge metal used in the door frames
- ❖ Revised vent window molding
- ❖ Rear springs 10% softer for a better ride
- ❖ Metal bushings in upper front suspension arms threaded and pre-lubricated
- ❖ Front stabilizer bar reduced in diameter
(*editorial note: progress?*)
- ❖ 170 weighed seven pounds more than a 144
- ❖ Die-cast aluminum engine front cover replaced stamped steel cover
- ❖ Bellcrank on carburetor linkage relocated
- ❖ Vacuum wiper takeoff tube relocated from intake manifold to carburetor
- ❖ 1961 oil pan has vertical ribs on the sides
- ❖ Pushbutton radio offered in 1961; on a 1960 you had to turn the dial!
- ❖ Air conditioning called "Polaraire" offered as a dealer installed option.
- ❖ Electric windshield wipers were a new option.

—Submitted by Phil Barber (FCA #1581)
Hoschton, Georgia

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The Falcon on left as it looked before the accident and on right some of the exterior damage after the accident..

YIKES!



I was involved in a pretty serious accident in May 2018 when my 1965 Sprint was t-boned. Though I only had minor injuries, the Falcon sustained serious damage and looked like it would have to be scrapped. Fortunately I had a great team and a donor car from a friend and we were able to save the car.

Prior to the accident, the car had just gone through a three-year restoration and had less than 400 miles on it after its restoration.

A picture of my Falcon (shown above) was featured in the 2018 issue in "Out and About With the Northeast Chapter" at a car show at Fort Adams in Newport, Rhode Island. The picture on the bottom of the next page shows the finished product—good as new!

—David Farias (FCA #16032)
Portsmouth, Rhode Island



The donor car arrives.



Special shoutouts to Frank (shown below) from Aquidneck Collision, who is the guy who saved the car. Another to Russ Wall from Wall to Wall Falcon's in California, who was instrumental in finding some hard to find parts we needed to complete the car. Brian Prue, the owner of Aquidneck Collision, did a fantastic job on the paint.





From YIKES to WOW! We love how it turned out.



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If you are interested in starting a new chapter or re-starting an inactive chapter, please contact Mary Wagner, FCA Chapter Coordinator at fcamary@baldwinpines.com or the Regional Director listed for your area. They will help you start to create your own Falcon Family.

DASHBOARD DETECTIVES: INTRIGUE FROM A MINNESOTAN'S FORD FALCON RADIO

By Shannon Huniwell
Condensed and Edited
By Wally Tirado with
permission of the author

Originally published in June 2011 of POP'COM magazine. Popular Communications was a magazine (1982–2013) with content relating to the radio hobby, including, AM and FM broadcast band listening, radio history, and vintage radio restoration.

“Two push button positions on the old car’s radio are the only pieces I’ve got to this puzzle,” a self-described “low-budget, classic car nut” admitted to me in an email. He also noted that he’d just saved the sad little Ford Falcon from some disreputable auto recycler’s crusher and, perhaps like an obsessed adopted teen searches for a birth parent, really needed to find out where the 1960 car came from.

His dilapidated Falcon barely escaped with its rust-ridden life, let alone the requisite paperwork needed to start the painstaking process of registration sans any previous registrations or title.

“All of the buttons, except the last one, tune the dial to the same left-hand station near that old Civil Defense triangle symbol,” the fellow described.

“The one furthest right moves the pointer approximately to the middle. Can you hazard a guess where those buttons might have been set?” He then apologized for his radio ignorance and the fact that, rather than being a regular Pop’Comm subscriber, he had thumbed-through our publication at a supermarket magazine rack and noticed one of my articles focusing

on broadcast mystery. I hit my computer’s reply button and emailed him a single-question homework assignment, “What do you hear when you push those buttons during the middle of the day?”

I don’t think the guy had told me where he lived. When he got back to me with the following report, however, deducing suburban Richmond, Virginia “The right hand button brings in WRVA, but it sounds loud, sort of splashy, and distorted,” he wrote. “The rest of the buttons go to a station called WMAL. It’s not real strong, there’s some static and a little interference in the background, but it’s much clearer - toned and more tuned-in than WRVA.”

After he completed my second assignment, the fellow indicated that fine-tuning did nothing to improve WMAL’s signal, though twisting the dial just a tiny bit to the right, “sharpened-up WRVA like Gangbusters!” This told me that he was well within the city-grade footprint of Richmond’s 50- kilowatt legacy facility on 1140 kHz (though the radio’s presets were some 10 kHz south of 1140), revealed a steady fringe reception of a Washington, DC regional station at 630 kHz, and

suggested that a previous owner of his late Eisenhower-era Ford was a top-40 music fan who called somewhere in the Minneapolis-St. Paul area home.

Long before GPS satellites pinpointed locales from space, radio-savvy individuals could identify specific broadcast marketplaces by simply hearing a teenager state two of his or her favorite AM “channels.” From the fall of 1959 until about 1977, many young-at-heart in Minnesota’s Twin Cities gave away their 10–20 by cheering for the frequencies 630 and 1130 kHz - RF domains of personality-driven music radio powerhouses, KDWB and WDGY respectively.



Except for being white rather than red, this first year Falcon is just like the one that starts off our car radio button mystery. Then again, a close look at the 1960 catalog cover shot reveals another important, but inconspicuous dissimilarity. Perhaps for aesthetic reasons, the artist who rendered this picture omitted the compact car’s antenna. Or, maybe the happy couple considering the thrifty vehicle didn’t want to increase the price of their desired four-door by ordering any options.



Just one of the dozens of affable, gimmick-loving air-personalities associated with KDWB, Hal Murray, did afternoon drive there during the early 1960s.

The Ford Falcon owner who provided the initial drive for the story followed up closure for his registration quest at the local Department of Motor Vehicles office. During the process of restoring his compact car, the fellow removed its rear seat and discovered a long-forgotten spiral bound notebook cover jammed between the seat back and bottom sections. As he started to chuck this bent piece of cardboard and assorted stash of Teaberry chewing gum wrappers also snatched from over four decades of under-seat seclusion, the guy noticed some doodling that successfully linked to my Minneapolis radio market assumption.

"Go B'ton BEARS!" was artfully scribed on the notebook cover. Right below it were the boasts, "B'ton High Seniors Rule! '64's Are #1!" And more carefully scripted on the inside of the cover was a girl's name.

All of these clues, several hours on the Internet, and the kind assistance from a school librarian who admitted to enjoying detective work more than shelving books, led to putting together a puzzle about one of the Falcon's early owners. To make a long story short, it was ascertained that "B'ton," was kid code for Bloomington, the Minneapolis suburb that used to host WDGY's RF plant and once home to Bloomington High School (which, in 1965 was renamed Lincoln High and years later torn down) with sports teams called the Bears.

The notebook had been the property of a teenager who was looking forward to graduating from "B'ton" in June of 1964, a date used by the helpful librarian to find the girl's information in an old yearbook and then match it with an alumni database.

Now in her mid-60s, the Bloomington grad happily consented to be contacted by the Ford restorer. She reported that the little car was purchased used by her old high school boyfriend, "a guy," she laughed, "who is now senior enough to be considered (her) old husband." Reportedly, she then put him on the line and he gave the Falcon buff more than enough detail to satisfy the DMV.

I wondered why only one of the Ford radio's push buttons was set to WDGY, while the rest went to rival KDWB.

Perhaps as sort of a finder's fee, the car restorer emailed me a digital image of a Kodak snapshot he had received from the Minnesota couple. Appearing full screen on my computer, a good explanation was instantly evident.

The photo showed a pretty girl with a pageboy haircut, smiling next to the red Falcon. Hers had been the notebook discovered some 45 years later in that same vehicle. By the way, the car was proudly parked in the driveway of a modest tract home with three rows of towers evident about a couple football field lengths behind it.

"Back then, we lived next door to each other in a development that bordered on the WDGY transmitter property," the Minnesotan woman noted. "The darn station could literally be received on our kitchen toaster, so whenever we drove far enough out of the neighborhood to get a clear sound from KDWB, it was no puzzle why we enthusiastically pushed those KDWB buttons!"

—By Shannon Huniwell
Edited by Wally Tirado



DON KELLY



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WDGY

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1130 KILOCYCLES

RADIO ONE

Radio Wonders



STAN MACK



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CLASSIFIED ADVERTISING

FALCONS FOR SALE

1965 Futura convertible, 200/C-4, older restoration, but looks good, rides great: Rangoon Red paint, w/ black interior, lots of recent mechanical work and great cruiser; \$12,995. 1964 Futura convertible, 200/C-4, good runner, mechanically sound, Guardsman Blue, looks good with new driver quality paint, needs interior, \$9,995. 1964 Comet 202 four-door wagon project; 170/three-speed, neat options including interior light group, + the "M" gas cap. \$3495. 1963 Falcon four-door Deluxe, project; 170/three-speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995. 1962 Falcon Sedan Delivery project, RARE. Later model 200, "big" 3.03 three-speed w/ floor shift, LR ¼ damage, price includes two full L/R quarter panels \$2,995. 1951 Ford two-door sedan; Flathead V8, overdrive, rewired, lots of recent work, runs/drives good, needs paint/body work, some mechanical \$6,995. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 190423

1965 C-code Deluxe Ranchero. Texas rust-free and very straight body and bed. Correct bucket seats and console. Re-chromed bumpers, dash plastic. Was C-4; now correct toploader four-speed w/metal floor hump. New aluminum radiator, original export brace. Standard bore 289 block and crank, your choice of heads. Much more. Call. \$4,000. Mike Durhan, 205-647-3703. AL. 190419

1965 Sprint, \$1,500; 1964 Futura H/T bare body in primer on rolling chassis, \$3,800 with many interior and exterior parts, \$4,800; 1964 Sprint convertible, \$500 for parts; 1964 Futura H/T with comet dash and 302 V8 three-speed, \$1,000. JL Branson; 4097 Hwy T; Marthasville, MO 63357; phone 636-228-4501 or cell 636-357-8522 or email jlwbranson@mail.win.org. 190510



1964 Sprint convertible, original black plate California car with 37,000 miles. Wimbledon White with black interior. Two-time FCA National Class Winner. "My Classic Car" showcase car highlighted it on national television for an entire

season. Voluminous FCA Regional, "Hot August Nights" and local judged car show wins. Total restoration including rebuilt engine and automatic transmission, disc brake conversion, complete NOS interior, dash and top. All dash "plastic chrome" redone. Original wood grained steering wheel in perfect condition. All aluminum trim re-anodized and polished. Four row radiator and flex fan. Perfect 14" wire wheel covers. Bumpers, grille, and rear trunk panel all show quality. One of the nicest and original 1964 Sprint convertibles in existence. Located in California and offered at \$32,500. Call 530 913-3705 for more info. 190408



1964 Falcon two-door coupe, red and white, 289 V8, C4 automatic. Fresh paint, engine, and transmission. New red interior, dual exhaust, radiator, windshield, etc. Less than 500 miles since most work was completed. \$8,000 OBO. Cliff McKay, hiflyer@sktc.net, 316-777-5032. KS. 190419

1963 Falcon Futura convertible, six-cylinder, 144, four-speed older restoration, 75,000 miles. Asking \$7,500. Pictures on request. Call Donald at 732-557-0886. NJ. 190423



1963 Falcon Ranchero, Teal and Pearl, custom airbrushed paint, inside and out. Airbrushed mural on aluminum Tonneau cover, 302 V8, C4 auto, dual exhaust, buckets and console. Chrome Ford GT wheels, Dolphin gauges in Billet aluminum cluster, excellent mechanicals and very solid body. Other pictures available. \$17,900. Call Barry, 585-889-4259, Halfpete@Rochester.RR.com. NY. 190430



Rare classic 1962 Ford Falcon two-door station wagon street rod. Rust-free Colorado car with new paint inside and outside, new headliner, carpet, radio, upholstery, five-lug wheels, V8, Hurst floor shifter. Re-chromed bumpers, runs great, all glass is good. More pictures on Minneapolis Craigs List. Free storage for the rest of this winter. \$16,500 OBO. Ron 612-719-3060 or ron.lofgren@yahoo.com. MN. 180310



1962 rare two-door standard station wagon, Rangoon Red. Complete project car runs, but is not drivable. Front end has collision damage; replacement parts included. The 200 six cylinder, three-speed smokes. Bed floor and rear frame extensions are rusted. Floor pans have been replaced. Has many new and rebuilt parts. Includes a nearly rust-free 1963 four-door station wagon parts car. \$3,995 OBO. Randy, 307-221-6040 or wyomingfox@bresnan.net. WY. 190425

I am selling my 1961 Falcon Ranchero. It is painted Wimbledon White, sporting red interior with newly upholstered tuck and roll Mustang bucket seats, and Futura/Sprint door panels and console. It is powered by a Pro built 302cid, V8 with dual exhaust and a Center Force clutch, Tremek five-speed trans and Ford 9" limited slip rear end. This Ranchero is dependable, fun to drive and runs strong with a throaty exhaust note! I am asking \$18,500 OBO. Please call Michael Weaver, 831-236-9793 or email michaelweaver47@gmail.com with any questions or offers. Monterey, CA. 190422

1960 Ranchero, Flat Black, lots of chrome, 200 ci, C4 auto. New or rebuilt everything, alt. conversion, good condition, no rust, needs finishing. Asking \$3,500 OBO. Pictures on request. Len Fierling, 503-630-7547, fierles77@gmail.com OR. 190599



1954 Ford Tudor Ranch Wagon, 390 +.030 FE, top loader, four-speed Hurst shifter, 9" rear 3:50 posi., 31 spline, six-foot ladder bars, 20 spoke 15x4 Kelsey Hayes, 15x10 molded cheater slicks, 1955 Ford truck front axle, disc brakes, Holley 750, Edelbrock intake, Custom paint with gold leaf lettering, and so much more. \$26,000. Don Waters, 816-739-5570. MO. 180302

PARTS FOR SALE

Used Performance radiator for 1963 Ford Falcon, fully functioning condition, no known leaks, problems or issues, minor fan rash and bumps from use, with cap, \$125; Ring and Pinion Gear Set for 8.7 Ford Rear C9AZ-4209-C, for the rare 8.7" rear end, complete with shims, highly desirable 3.07 ratio, may fit: WER-AC of '73-'77 Ford Granada, Mercury Monarch and Lincoln Versailles, \$135. Original 86-93 Ford Aluminum Manual Trans Bell Housing E6ZR-6394-AA, fully functional, with minor cosmetic blemishes, just removed from vehicle, clutch eyelet tab had been trimmed to fit in a Falcon, but remains fully operational, \$80. 12 volt small-block starter, stock style, came from manual transmission T5 vehicle restored in 2006, used occasionally for recreation use only, \$35. Items worked fine when pulled from vehicle; photos available; all good used uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Chris Parsons, indeoconfidimus@gmail.com, NJ. 180423

Parting 1960-65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143. WA. 190418

Many parts for 1960-65 Falcons including rear curved glass for station wagon, doors, fenders, hoods, trunk lids, chrome, windows. Nice 1965 Mercury Caliente grille and rear windows, inner and outer windshield chrome, vent windows with chrome. Full set of chrome for 1965 hardtop, also '64, also Ranchero and station wagon. Taillights with back-up for 1963-65, also without. Will sell entire stock or individually because of age. Bob, 806-683-3550. TX. 190499

—Continued on page 18

“Buy me a Falcon,” Red said.



I am a
Deadhead
from way
back, an
east coast
transplant
married to a
Gold Country

Galic. Other than rotating wheels and changing oil, I can't say that I was ever much of a “Wrench” growing up.

Sure, I had plenty of buddies with Mustangs, 442s, and Goats and watched many a motor pulled in my buddy's garage, and witnessed transmissions tore up behind the stadium during the races after the Friday night game.

That just seemed like way too much work for me. Even though my dad had his 1969 convertible RS Camaro in the garage, it was far too nice to touch... without repercussions.

So I blissfully drove around in modern cars from my first. Never had a AAA membership, never needed a tow that I wasn't plain lucky just to get out of there. I had not had to advance the timing on a running motor, or replace a popped spark plug mid road trip. Didn't need to track down why the brake lights stopped working during the evening drive, or the schematics for a back-up light switch.

I was never under a car on the freeway, wondering, “What the hell was that sound?” or needed to run the heater on high in the middle of the summer with the windows rolled



down, not that it helped with the smell of gas. Didn't need to know what a spindle was, or how it related to the wheel size or which disc brake conversion and booster would fit in that tiny space. Never compressed a spring that could kill me if it let loose, or needed to know how the Z-bar was affixed to the frame.

Gas, oh gas! I never had to scoop the gas up off the pavement with my bare hands just to try get some into the tank. Nor had I had to change my shoes for fear of accelerating any combustion. Scheduling the afternoon off to make the two hour trickle drip appointment only to return with half a tank of gas, was never on my agenda. Neither did I have to explain to the line of cars behind

me why I was leaving a Molotov cocktail for them to wade through on their turn at the pump.

Nope, I never had to check the oil every 25 miles, for fear of freeze-up, or stop every hour to cool the motor down. I had not ever used the seat behind the driver in a flat-bed as a little motel while being towed from Shasta to Marin,



Rebecca Issa (FCA #15755) of Santa Cruz, California enjoys her 1964 Falcon Futura Hardtop with a V8, 260 cid, four-speed and she also looks good in a special somebody else's convertible as well!

By Michael Issa



Red Precious

or understood the inch pound specs of the steering to sector shaft. I didn't know how a Pitman differed from an idler, or that a boot was anything other than something that went on my foot.

A switch that only existed for one year, fifty-four years ago I never had to look for or that damn elusive steel tunnel hump. I had not ever fought with the T-10 cluster until she was just right, or knew what the hell a synchro did.

I hadn't found myself in the circumstance where I needed to use a hose to place a spark plug to keep from burning my hand on the header, or to remove half the dash to get to a burned fuse.

I never really wondered, "Who took the gas cap this time?" Nor did I ever feel as though I needed to understand the cooling system as though it was my very own respiratory system.

I didn't know anything about "boxing in a motor" for rigidity with an export and under engine brace and of course the Monte Carlo. I didn't know Sensei Steve (Dolar) and his good buddy Gary, two long time FCA guys, who endlessly suffered through my education, and their own.



You get the idea, tow-less, fuel-less, clean shoes and hands, total ignorant bliss!

And then, those four simple words. "Buy me a Falcon."

You would think a request so unadorned, so innocent and playful could only accentuate the bliss in spades. Right?

—Michael Issa



CLASSIFIED ADVERTISING

—Continued from page 15

1968 Ranchero "Y" code running 390 engine and column shift C6 transmission with A/C, P/S, P/DB, exhaust, dash and cowl assembly. The Ranchero was cut off just behind the A pillar/door post. The C6 transmission mount is included. I do have the title, VIN #8K48Y215129, \$3,500. 1970 Boss 302 heads: cast #D0ZE 6090 A, \$1,600. 1970 351 Cleveland 4V heads: 4V closed chamber; cast #D0AE \$800. 1973 351C 4BL open chamber heads: cast # D3ZE; fresh \$800 pr. 351C 4BL Exhaust manifolds one pair \$450. 1961 390 tripower set up, \$1,850 1969 428 CJ motor, \$7,500. C4 B & M "breakaway" torque converter, \$300. 1965 289 Hi Po aluminum water pump, cast #C5AE-8505D, \$400. 1965 289 crankshaft, \$150; valve covers, \$60. 1966 289 heads cast #C6OE, date codes 5F10 & 5H17, \$200. 1967 289 heads, cast #C6AE, dates 7D18 & 7E2, \$200. 1967 289 exhaust manifolds, \$150. 347 stroker kit, \$1,200. 1968-70 428 CJ parts & 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 190510

Parting '60-'65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143 WA. Thanks for driving a Falcon! 190418

All NOS. C2DZ-10883-A temperature gauge, \$65. C2DZ-17696-A outside mirror, \$100. C6DZ-6243507-B glove compartment push lock, \$40. C4DZ-6206081-A glove compartment lock with keys; fits 1964-65 Falcon, Mustang, \$65. C2DZ-9155-A fuel filter, \$25. Airtex water pump AW810, C6DZ-8501-A, \$45. C6DZ-18578-A heater switch, \$60. C0DF-13566-B rear license lamp and socket, \$50. All parts prices plus shipping. John Simone, 413-336-5307, Easthampton, MA. 190503

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,699. 1964 NOS headlight assembly, \$300 pair. 1965 NOS headlight assembly, \$300 pair. 1962/1963 NOS Falcon cowl top, \$199. 1964 NOS Falcon back-up lamp kit, Part #C4DZ-15499-B2, \$359. NOS Falcon 1965 back-up lamp kit, Part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1964 NOS Falcon lens, Part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no back-up, \$125. 1965 NOS Falcon lens, no back-up, \$125. NOS: 1964/1965 Falcon Sprint 14" spoke spinner wheel covers, \$500. 1963/1964/1965 Falcon Sprint California air cleaner w/ PVC tube on the top, \$399. 1963/1964/1965 Falcon Sprint air cleaner, \$135. 1963/1964 Falcon/Comet T-10 four-speed, \$695. 1963/1964 Falcon/Comet five-bolt bellhousing, \$150. New 1965 Falcon/Comet six-cylinder brake drums,

hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963/1964/1965 Falcon/Comet, top loader shifter box w/linkage, \$450. 1965 NOS Falcon Ranchero/Wagon gas cap, \$139. 1963/1964/1965 Falcon/Comet six-cylinder valve cover, black or red powder coated, \$125. 1963 Falcon front fender spears, has pits, \$100. 1963 Falcon front fender spears, very few pits, \$150. 1963 Falcon hood scoop, new chrome, \$145. NOS 1963 Falcon/Comet cowl top, \$175. 1964/1965 Falcon taillight buckets, good used condition, \$40. Rare Valvoline bench mat w/a 1965 Falcon Ranchero monster truck on it, 20"x17", \$155. 1964/1965 Falcon/Comet console bracket (reproduction) \$125. More NOS, used and Scott Drake reproduction parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 190499

The following are from an original '64 Fairlane 260, good used condition: air cleaner and snorkel, missing original center lid, very minor surface rust, can be refinished, (optional aftermarket chrome lid available for additional \$5; minor surface rust), fits Autolite 2100 2V and 4100 4V carburetors, \$30. Autolite 2100 1.01 C4OF-AK Carburetor, 1.01 Venturi, fully functional, 1.01=240 CFM, comes with OEM aluminum spacer block \$85. Pair exhaust manifolds with surface rust, driver side has broken & missing flange/stud, passenger side appears to have had a repair to broken flange/stud, passenger side has heat stove \$20. Four-blade radiator fan C2OA-8600-B, 17½" diameter, standard steel blades, center hub hole 5/8" diameter, straight, no heavy rust, no cracks, believed to be Ford PN C2OA-8600-B, comes with spacer, which appears to be aluminum and may be Ford part number C2OZ-8546-D, \$65. Generator assembly C2OE-10039, unrestored and untested, includes generator core, flexible shield and brackets \$180. Items worked fine when pulled from vehicle; photos available; all uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Chris Parsons, indeoconfidimus@gmail.com. NJ. 190503

1964-65 trunk locks with w/key(s), excellent to driver chrome, two keyed for your glove box lock as well, \$95-175 each, ready to install. Good used door locks, all metal w/new keys '60-63 sedans/Ranchero/wagons, \$60 a pair, \$70 with ignition tumbler, three locks, \$90 w/glove box lock+bezel, total four lock set; '60-61 Comet 13" full wheel covers: two sets, one very nice, one needs some work, \$40-\$80 per set of four; two to three sets of Deluxe/Squire full wheelcovers, from good driver quality to NOS: \$40-\$200 per set of four depending on condition. 1963 Futura 13" hubcaps, amateur re-paint, but nice color and good driver quality, \$75, set of four; five-bolt 13" wheels, \$50 each, set of five for \$200. 13" four-lug wheels 200, \$25 each or \$100 for a set of five. 14" four-bolt wheels, \$50 each, or set of five for \$200. 13" wire spinner hubcaps #1 excellent four driver condition,

\$110-\$550 per set. Six cylinder dipsticks, \$20 each, 1964-65 Ranchero single side trim set minus the gas cap, \$595 w/ NOS gas cap + new handle, \$795. 1966 Ranchero parts: three sets of doors, '66 Ranchero ONLY, \$150-400 each. 1966 fender/tailgates, \$100-400 each, bed trim w/snaps and without out \$395-495 per set complete, '66 Ranchero front/rear bumper cores, \$150 each, also front/rear bumper brackets \$100 per set. 1966-70 clutch/brake pedal sets, complete. \$200. '66 Ranchero miscellaneous interior trim and badges \$5-50. Old Fashioned horsepower: one pair 302 V8 C8OE heads, \$200, one pair 351 C9OE V8 heads, \$350. Six- cylinder exhaust manifolds, good used, correct numbers: C0DE, C1DE, C2 DE, C3DE, \$95 each. 1961 grilles, driver quality to NOS, \$150- \$400. Remanufactured generators for 260 V8, still in their boxes, \$195 each. Good used six cylinder generators, tested, \$85 each. 1904 model Holley carburetors, correct for 1960-61 144/170 sixes; clean cores for rebuild, \$95 each; 12R model Holley carbs correct for 1962 Falcon 144/170 sixes, rebuildable, \$95 each; Heater boxes, no cracks, \$100. Heater motors, good used, \$50 each, tested and working. Blank shift collars to covert a stick shift to floor shift, \$85 each. Good used 2.77 three-speed transmission, \$200. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts. Call or email Lenny Kellogg at Kellogg's Garage with your needs, 970-593-1964 or lpbroadband.net. CO. 1904236

Don Branson's collection of good used parts for 1960-1969. Hoods, \$75; Doors, \$75; Grilles, \$150-800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson; 4097 Hwy T; Marthasville, MO 63357; phone 636-228-4501 or cell 636-357-8522 or email jlwbanson@mail.win.org. 190510

PARTS WANTED

WANTED: 289 Hi Po San Jose built four-speed radiator, Top tank is stamped: C4ZE; W-MO; G2; 2-65.3939-S fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24th 1965 at the San Jose, CA plant. Carburetors for FE engines: part # on air horn C8AF-AD, C8OF-AB & C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part # on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln. St. Louis MO. 63128-1416. Keith Litteken, 314-480-2556 or kslitteken@aol.com, MO 190523

Falcon 289 HiPo Exhaust Manifolds, 1965 Falcon Wagon S.S. Roof Mouldings. Call Vic Falcone, 518-355-7756 or vffalcon64@aol.com. 190406

1963 Falcon Delux two-door wagon parts. They must be in excellent condition, either NOS or used: front and rear bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 190402

MISCELLANEOUS FOR SALE

1961 Falcon dealer brochure available in Ford Showrooms during new car introductions, plus a 1961 Reader's Digest color pull out of all new 1961 Ford models, equipment and prices. Pristine condition. \$25 for both plus postage. J. McAlister, Livingston, AL hstforever@yahoo.com. 180400

Shop Manuals by Ford: 1960-63, \$34.95; 1964-68, \$49.95 each; 1969-70, \$59.95 each. 1963 Owners Manual, \$14.95. Part Interchange Manual, 1960-65 or 1963-70, \$39.95 each. Falcon 140 page Road Test book, 1960-70, \$19.95. Hardcover Falcon History book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077, Alex@books4cars.com. 180599

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I Want to Join the FCA, But There's No Chapter Nearby? START ONE!



When the insurance adjuster gave us the news that our 1965 Falcon convertible could not be repaired after the wreck, we were heartbroken. This was the first car we bought in 1966 after we were married, and David put 300 to 600 miles a week on it on workdays plus many more on our fun-days. Ford was no longer making Falcons OR convertibles. Many years and cars later, we saw a Falcon much like ours at a car show in Florida and told the owner our story. She told us to join the Falcon Club of America because they advertised Falcons for sale in their monthly magazine. We had no idea such a club even existed...so we joined the FCA before we even had our "replacement" Falcon.

We enjoyed the magazine with all its great articles, tech tips, and Falcon ads for cars, parts and more. But the very best thing we discovered was a local FCA club—the Suncoast FCA Chapter! We soon found our '65 convertible and a host of friendly, Falcon friends. We really enjoyed getting together with them for cruises, pot-lucks, FCA Regionals, and just enjoying each other's company. There are just no people like Falcon Folks in our opinion.

When we moved to Colorado, we were welcomed warmly into the Mile-Hi FCA Chapter, further expanding our circle of FCA friends. When I was asked to be the FCA Chapter Coordinator, I was really excited for the opportunity to help the club expand into new areas. I quickly learned how valuable the FCA Regional Directors were to this new mission of mine. It was so exciting to work with them to assist members who wanted to form a local chapter. I loved reporting at the National Meets when we had new chapters. Sadly, there were those occasions when an existing chapter became inactive.

When we retired back home to Tennessee, we discovered the nearest chapter was over two hours away. We decided to see if we couldn't start our own chapter. Since this was during the pre-Google maps days, we dug out our trusty Membership Directory and a state map from the trunk of the Falcon. Having only names and addresses available, we figured out which of those were within a 50 mile radius of us and sent letters (remember the old directory didn't have email addresses or phone numbers). We explained our plan and gave a date and time to meet us at a local BBQ restaurant. To our surprise and delight, we had five couples and two guys showed up. They loved the idea, and all members signed the chapter application. Possible names were suggested, and Tennessee Valley Falcons was chosen. We now have 33 members from North Alabama, North Georgia and all over Southeast Tennessee. We refer to ourselves as a Falcon Family and have so many fun times together, especially planning and hosting three very successful FCA Regionals.

Starting a new chapter and finding other FCA members in your area is so much easier today. For example, you can place an article in the FCA magazine and on the website letting anyone in your area know that there are plans for a Falcon chapter in your area, expanding the number of prospective members. Please just contact the Regional Director for your area or me, and we'll help you start to create your own Falcon Family.

Mary Wagner
FCA Chapter Coordinator
fcamary@baldwinpines.com
423-243-3525

An Encounter with a Falcon of Another Breed

My daughter bought me a great birthday present—an afternoon at the “Falconry Experience” at the Hershey Hotel in Hershey, Pennsylvania. They had one Golden Eagle, three Harris’s Hawks and one Peregrine Falcon. We got to feed the Hawks and hold the Falcon. —Bruce Wolfe (FCA #949). Grantville, Pennsylvania



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May 2019 The National Falcon News 21



What Do Our Birds Have in Common With Those *Other* Falcons?

According to the May 21, 1959 edition of the *New York Times*, both Ford and the Chrysler Corporation, unknown to each other, chose the name Falcon for their new small cars. But because Ford reserved the name with an industry registry ahead of Chrysler, it won the right to the name. Ford won by notifying the Automobile Manufacturers Association of its choice twenty minutes ahead of Chrysler.

The name Falcon is not new to the automobile industry. The roster of 2,600 names that have graced the automotive scene in the last sixty years shows the Falcon name was used by two other manufacturers. A Falcon passenger car was made in 1922 and a Falcon-Knight was marketed in 1926.

We also know the Falcon is the name of a bird, but what characteristics of the bird translate to a car? Below are some facts about Falcons of which you may not be aware. From those, you can draw your own conclusions about why the name and the car may have more similarities than you think.

- Falcons are birds of prey in the genus *Falco*, which includes about 40 species.

- Falcons are widely distributed on all continents of the world except Antarctica, and on many oceanic islands.
- Falcons were once classified as an endangered species, but the birds have rebounded strongly. This recovery was helped because their nesting places were protected.
- They are graceful in flight and can turn on a dime and ascend or descend in an instant.
- Falcons are fast, really fast. Peregrine falcons have been known to dive up to 200 miles per hour.
- The falcon's title of world's fastest animal was briefly challenged when scientists discovered that the Dracula ant from the tropics of Asia and Africa can snap its jaws at more than 200 mph. But appendage movement is not the same as a bird soaring through the sky and shifting directions in an eyeblink.
- Falcons thrive in both rural and urban areas, as skyscrapers or smokestacks emulate cliffs and bluffs in the wild. They can live in cold tundra and hot deserts, nest from sea level to high in the mountains.
- Falcons mate for life.
- Falcons are quite comfortable in connecting with people and people in turn connect with this bird.

- Peregrine falcon pairs fiercely defend the territories from other raptors.
- The falcon is considered a medium-sized bird.
- The name means "wanderer." Though some are permanent residents, many migrate and fly as many as 15,500 miles in a year. They have an incredible homing instinct that leads them back to favored areas.
- The falcon symbolism speaks about victory, success, and rising above challenging situations. At its core, the falcon meaning signifies wisdom, vision, and protection.
- The birds have eight phases of courtship before mating begins. Mates attract one another, usually with the male performing aerial feats for the female, then roost together on a cliff. The two falcons then take hunting excursion and courtship flights together. This precedes courtship feeding on the cliff, mating and pre-nesting.
- Peregrine falcons have slate and blue-gray wings. They have black bars on their backs and pale underbellies. They have white faces with a black stripe on each cheek and large, dark eyes.

- While historically falconry was an elite and male-dominated activity, there are now records of several notable women enjoying the hobby.
- Falcons are not picky eaters.
- Peregrine falcons are durable.
- A high school teacher named the Atlanta Falcons. A local high school teacher named Julia Elliott proposed the name "falcons," suggesting that it was a bird worth admiring. "The falcon is proud and dignified, with great courage and fight," Elliott wrote. "It never drops its prey. It is deadly, and has a great sporting tradition."
- The Peregrine Falcon has always been one of the most prized birds.
- With the ability to fly at speeds ranging from 40 to 65 miles per hour, the falcon is rarely prey for other predators.

Like I said previously, you can draw your own conclusions, but I believe I can see why automobile manufacturers had to outrun each other to use the Falcon naming rights for their new cars.

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Hosted by Mile Hi Chapter

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SEPTEMBER 6–7, 2019
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OCTOBER 3–6, 2019
TENNESSEE REGIONAL
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To be included in our Calendar of Events and listed on our website,
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FCA National Meet July 11–13, 2019 Winter Park, Colorado

Register online at falconclub.com

ARE YOU COLO-READY?

The 40th Falcon Club of America Annual National Meet will be held July 11-13, 2019 at the Vintage Hotel, Winter Park CO. Celebrating 40 years of the Falcon Club of America! Brought to you by the Mile-Hi Chapter of the FCA.

The Vintage Hotel is located at the entrance to the Winter Park Resort. The hotel itself hosts an outdoor heated pool, hot tub, and dry sauna. There are plenty of additional activities within a few miles, which include multiple restaurants, biking and hiking trails at the Village Base. The Cabriolet Gondola is located at the Vintage Resort and is a free, two minute ride connecting the Vintage Resort with the Village Base and many of these activities.

Located in the heart of the Colorado Rocky Mountains, Winter Park is a year-round mountain destination with breathtaking scenery and abundant activities—just 67 miles from Denver.

HIGH ALTITUDE WARNING

Be prepared for Colorado's ever-changing weather conditions. Afternoon thunderstorms are common in summer, so bring a rain jacket, warm layers of clothing

and gloves, even on sunny days. Protect yourself from the sun by wearing a hat, sunscreen and sunglasses. At high altitude, dehydration sets in rapidly, so be sure to carry plenty of water and don't drink from alpine rivers, lakes or streams. Pack high-carbohydrate snacks such as energy bars. And most importantly, always tell someone where you are going and when you expect to return.

THINGS TO DO IN WINTER PARK

When the snow-capped peaks melt away to flowing rivers and lush valleys, Winter Park transforms into a summer playground for outdoor enthusiasts who love hiking, biking, horseback riding, rafting, fishing, zip lining and great Falcon National Meets.

There are many options of things to do throughout the valley. Here are some tips and insights from the Colorado Tourism Office to prepare for your trip.

INDOOR ACTIVITIES

Winter Park isn't just about outdoor adventure; there's plenty to do indoors, too. Find art galleries, museums, swimming pools, bowling lanes, wellness centers and more to enhance your next mountain escape!



Recreation Centers, Spas & More.

Try soaking your weary muscles in the Grand Park Community Recreation Center's giant hot tub or bask in the sauna and steam room after your action-packed day. And of course if you have kids, they'll enjoy the 25-yard lap pool, lazy river, water slide and aqua

play structure. In addition to these pool features, the rec center offers a multi-sport gymnasium, a climbing wall, cardio/circuit training, free weight areas and drop-in child care.

In addition to our recreation centers, you will also find a variety of wellness centers throughout the valley that offer massages, craniosacral therapy and yoga classes. Book an appointment for a relaxing indoor retreat.

Art Galleries, Museums & More. Are you an art lover? If you wander around Winter Park, you're sure to find some exceptional art galleries full of unique pieces. History buffs and families alike will enjoy the local museums throughout Grand County, including the Cozens Ranch Museum and the Pioneer Village Museum.

Dining, Bowling & Live Music. The Foundry Cinema & Bowl is a state-of-the-art movie theater and bowling alley featuring eight bowling lanes, a full bar, handmade wood-fired pizza, pool tables, shuffleboard, air hockey and mega screen theaters complete with leather reclining seats and in-theater meal service. Check out our restaurants and bars throughout town to enjoy great food, live music, even karaoke.

ALPINE SLIDE & RESORT ACTIVITIES

Winter Park Resort isn't just for snow lovers; summers are incredible too! With Colorado's longest alpine slide, Trestle Bike Park, and a bunch of other fun activities, spending summertime here an absolute must! Tickets can be purchased in a number of different ways to enjoy all

that Winter Park Resort has to offer: purchase a single-ride ticket, or choose two-activity, three-activity, four-activity or unlimited day passes. Here are some of the family-friendly Winter Park Resort activities you can try this summer:

Colorado's Longest Alpine Slide

Putting Course

Climbing Wall

Human Maze

Leaps & Bounds Bungee

GyroXtreme

Mary Jane Mineral Panning (add'l ticket required)

Bouncy Snowcat (inflatable for little ones)

Scenic Chairlift Rides on the Zephyr Express to the top of Winter Park mountain

Downhill Mountain Biking at Trestle Bike Park (add'l ticket required)

Disc Golf

HIKING

With hundreds of miles to explore, you're bound to find a hiking trail that has what you're looking for. Go for a day hike, find scenic vistas, visit waterfalls or search for high alpine lakes. Here are the top five rated hikes:

Second Creek / Broome Hut (Easy)

Distance: 5 Miles Round Trip.

Deadhorse Loop Trail (Easy-to- Moderate)

Distance: 5 Miles Round Trip.

Yankee Doodle (Intermediate)

Distance: 5 Miles Round Trip

Columbine Lake (Intermediate)

Distance: 7 Miles Round Trip

Devil's Thumb Pass

Distance: 8.2 Miles Round Trip.

Continued on page 26



ARE YOU COLO-READY?

—Continued from page 25

FISHING

Grand County fishing is grand! With 1,000 miles of streams and rivers, almost 1,000 acres of high mountain lakes, 11,000 acres of reservoirs, as well as stocked ponds, there are fishing opportunities for everyone. From remote and pristine to easily accessed locations, the combination of great fishing, wildlife viewing and stunning views is an experience of a lifetime. Some of our waters are designated by the Colorado Division of Wildlife as Gold Medal Waters; high quality cold-water habitats producing abundant, trophy size trout. There are many public access locations to our fisheries throughout Grand County.

SCENIC DRIVES & BYWAYS

Winter Park has access to some of the best scenic drives in the Rockies, here are a few of our favorites!

Rocky Mountain Nat'l Park/Trail Ridge Road.

Trail Ridge Road, the highest continuous highway in North America and one of Colorado's most spectacular scenic drives winds its way through Rocky Mountain National Park, the fourth most visited national park in the country. This road crosses the Continental Divide and continues on to Estes Park on the eastern slope. Sightings of elk, bear and moose are common, and amazing photo opportunities abound.

Corona Pass. Enjoy this 15-mile rough dirt road to the top of the Continental Divide stopping at an old train trestle, a reminder of the incredible feat of taking trains over the mountain. There are beautiful views of the ski resort, town and surrounding area, so remember your camera.

Willow Creek Pass. Lodgepole pine, spruce and willows line Willow Creek as it meanders up to the pass. Be on the lookout for unusual rock formations along the river and sweeping views of Park Mt. and Rocky Mountain National Park.

Ute Pass. Enjoy the old ranches and panoramic views of the Gore Range and Eagle's Nest Wilderness Area.

Colorado River Headwaters National Scenic Byway.

Dropping 1,700 feet in elevation from end to end, follow the mighty Colorado River as it begins its journey west to the Pacific. The scenic byway passes through mountain valleys and magnificent canyons along historical ranchlands and offers sweeping views of the Gore Range and Eagle's Nest Wilderness Area.

TRAIN RIDES

Looking for an authentic Colorado train ride? On the other side of Berthoud Pass, about 45 minutes from Winter Park, lies the Georgetown Loop Railroad. It brings Colorado history to life in a fun adventure that will thrill the entire family. The beauty of the rugged Rocky Mountains surrounds you as an old-time steam locomotive or a powerful diesel locomotive winds up Clear Creek Canyon, hauling your train past the remains of several gold and silver mines.

The loop takes you between Georgetown and Silver Plume, over two miles apart, climbing 640 feet over mountainous terrain, requiring trestles, cuts, fills, loops and curves for a total of 3.1 miles of narrow gauge track. Today, the loop is a popular tourist attraction and an exceptional way to see Clear Creek Valley. Along the route, visitors can stop for a guided tour of the historic Lebanon Silver Mine (mine tour not recommended for children under the age of 5), and view wildlife in its natural habitat.

—Information and photos in this article are from <https://www.playwinterpark.com/>

FCA NATIONAL MEET LODGING. The Vintage Hotel is located at the entrance to the Winter Park Resort. The hotel has an outdoor heated pool, hot tub, and dry sauna. The Cabriolet Gondola at the Vintage Resort is a free, two-minute ride connecting the Vintage Resort with the Village Base. Rooms at the hotel are \$92 plus resort fee and tax (currently 17.205 % total). Room rates include Wi-Fi and parking complimentary. Room amenities include a microwave, mini fridge, iron and ironing board, in-room safe, alarm clock, hair dryer, and coffee/tea maker. Overflow rooms are provided at the Frasier Crossing/Founders Pointe and the Zephyr Mountain Lodge Condominiums, located in the Village Base. The cut-off dates for these at all hotels is June 17, 2019. Please contact reservations at (970) 726-8801 to reserve a room and let them know you are with the Falcon Club of America.

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NEWS & EVENTS RESTORATIONS & MORE

This article was printed in the Omaha World in December 2006 about my brother Randy Gerdes and his wife Anne and the Falcon she bought Randy for a wedding gift.

—Rod Gerdes (FCA #14422)
Papillion, Nebraska



THE GIFT OF A LIFETIME

Omahans Randy and Anne Gerdes agreed that they wouldn't exchange gifts on their wedding day in May 2002. They were paying for the wedding and didn't need the added expense.

Anne broke the vow — two weeks before the ceremony.

She was trolling the Internet, looking for the car for Randy when she spotted an ad on e-Bay for a 1964 Ford Falcon Sprint with a four-speed factory V-8 engine.

It was exactly what Randy had dreamed of owning and rebuilding.

The car everyone said Anne would never find.

The bride-to-be bought a one-way plane ticket and flew to Columbus, Ohio, to check out the car. The owner, who was moving to California, had a bigger purchase offer. But he was touched by Anne's story and sold the car to her anyway.

Anne rented a trailer and towed the Falcon back to Omaha. She stored the vehicle at her parents' farm near Elkhorn until their wedding day.

Anne and Randy were just about ready to greet their guests when Randy caught a glimpse of an old car — with a giant red bow — on a tow truck in front of the house.

Randy knew what it was the minute he saw it.

"When I realized what was going on, I told my wife, 'Oh, you've created a monster!'"

He couldn't believe that Anne had pulled off such a surprise.

"I was shocked she would do that for me," he said. "In fact, I was in shock for the first week of the marriage."

Anne was thrilled with Randy's reaction.

"I thought this would be a nice way for me to get to know his hobbies," she said.

In high school, Randy drove a four-door '64 Falcon Sprint. He inherited it from his older brother. Randy liked the car, but he loved the two-door model. He wanted to own one someday.

"They were so much sportier," he said. "And rare."

Randy grew up around cars. His dad owned and operated Quality Auto Repair & Tuning in Papillion. Randy knew the Falcon that Anne bought was



1964 Ford Falcon

JANE ROSLAND FOR THE WORLD-HERALD

in pretty good shape. He also knew he wanted to replace the bench seat with buckets and replace the missing faceplates on the dash.

Randy's older brother, Rod, did most of the mechanicals. A majority of the painting was left to Randy's younger brother, Brad. Randy, a former paint and body guy, painted the trim panels. Anne, who really wasn't into cars, primed and sanded and helped replace parts and chrome.

"I've been transformed," said Anne, who now has the nickname "Queen of the Clutch."

"Our friends are floored that she's into it," Randy said. "She's always asking questions, wanting to learn more about it. We made it a joint project."

They worked well together — until it was time to select the paint color. Originally the car was red, but Anne wanted pewter pearl, a General Motors color

she saw on a '57 Chevy at a car show in Lincoln.

Randy was apprehensive. "I'm not a silver guy," he said. "But that color was intriguing. So many people have stared at it, trying to figure out the color. I'm glad we went with it."

To carry out the color scheme, the couple chose a two-tone interior — black and pewter pearl — with the help of Omaha Seat Covers.

It took two years to complete the project. Now the couple have shifted their focus to a 1963 Falcon convertible for Anne. She wants to paint it pewter, too, but that's still being debated.

"I'm proud of the car because we did most of the work ourselves," Randy said. "And now we get to drive it and just enjoy it." — Jane Rosland





TECHNICAL TIPS FOR THE MECHANICALLY CHALLENGED

I don't claim to be much of a mechanic, and I've been told that I'm not very handy. However, I have restored a few cars over the years, and there are a few things that I've learned by trial and error. What I share with you may appear to be the obvious—but keep in mind that some of us are more challenged than others —Al Aiello (FCA #2502), Santa Rosa, California

1 TAKE A PICTURE. With the proliferation of digital cameras and cell phones with cameras, take some photos. Unless you have a photographic memory, or you are especially adept at deciphering manuals or instructions, then I suggest that you take some photos of what you are about to dismantle. For example, you may want to take a photo of the brake drums that you are about to pull off your Falcon. Take some photos of the job as you progress. If you have a question about where certain parts go during the reassembly process, then you will have a photo for reference. Keep in mind that with whatever you are working on, it may take awhile before you reassemble it and our memories DO fade with time.

2 BUY A MANUAL. Buy a shop manual for your car. Take a look at what the Ford Factory says about the correct way to replace, repair, and install parts. Even if you take a photo as indicated in #1 above, how do you know that what you are working on was replaced in the past and incorrectly reinstalled on the car? The manual includes most of the information and specifications that you need to take your Falcon apart and put it back together again.

3 BAG IT. I'm sorry but I bag most of the parts that I pull off my cars. I'm challenged, what can I say. I use zip lock baggies (small or large ones) and write (with a black permanent marker) what is in the bag. I include the car (i.e., '65 Falcon Hardtop) and parts involved (i.e., left rear brake hardware). Store the bags (usually in the car they belong to) in a place where you can find them later. This helps, believe me!

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Do you have a cover-worthy, high resolution photo of your Falcon?

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Do you have any old Falcon articles, related clippings, or old family photos of a Falcon and your family you could share with our readers? Send your photos or articles to editor@falconclub.com or mail them to FCA Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Thank you!

Please send magazine comments/ suggestions to editor@falconclub.com.

HOW TO ADVERTISE IN

The National *Falcon* News

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

GENERAL CLASSIFIED ADVERTISING INFORMATION

When submitting your ad, include your name, location and FCA number. Please try to limit your ad to 50 words. Ads may be edited.

Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

AD CONTENT

Please include the following for FALCONS FOR SALE ads:

Vehicle description: year, model, body type, paint color, engine type, transmission, condition, special options, mileage and what may be unique about your vehicle.

Asking price: Examples: \$8,500; \$3,600 OBO

Contact information: Your name, email address and/or phone number (888-555-5555) and your two digit state code (Example: Michigan = MI).

For PARTS FOR SALE ads, please include description of item, asking price, and contact information as above.

MEMBER BUSINESS CARD PAGE INFORMATION

Individual rate: \$120 per year; Business rate: \$150 per year. Both are payable annually. Use your own artwork or we can scan your business card to fit. Ad size is 2.4125 inches x 1.3785 inches. Send artwork to editor@falconclub.com.

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Send ads and photos by email to fca.editor@yahoo.com.

Checks should be made payable to the Falcon Club of America.

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Classified Advertising	14	INDEX OF ADVERTISERS	Melvin's Classic Ford Parts, GA	30
Dennis Carpenter Reproduction, NC	21		Obsolete Ford, Nashville, GA	30
J.C. Taylor Antique Auto Insurance, PA	7		Obsolete and Classic Auto Parts, OKC	29
Kellogg's Garage, Loveland, CO	30		Rhino Fabrication, Made Mend, OR	30
Kelly's Kamera	30		Shine! On Me, CA	30
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Falcon Club of America

Published by Dee Ann Falcon [?] · April 6 at 10:02 AM ·

We won't let the rain stop us from having a good time here in Tomball, Texas at the Regional.



Falcon Club of America

Published by Wally Tirado [?] · March 30 at 2:09 PM ·

FCA regional going on Pensacola right now!



Cary Loupe

March 30 at 1:40 PM

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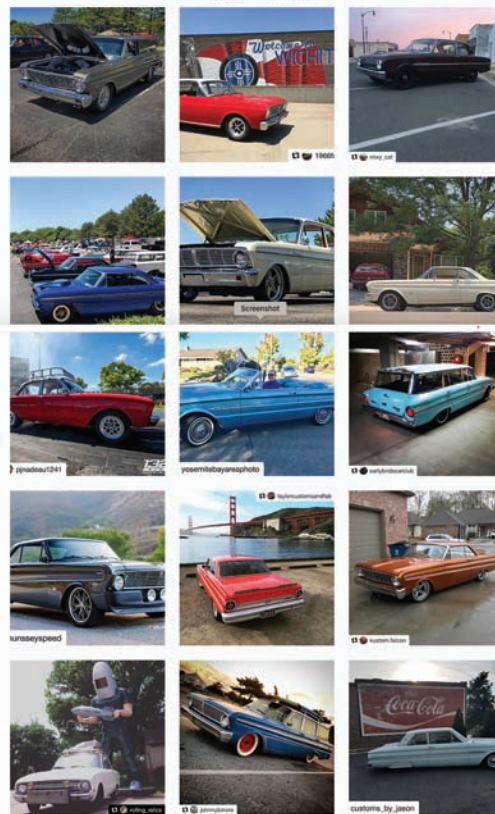
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Falcon Club of America

Official IG of the FCA!

Tag your Ford Falcon pics @Ford_Falcon & #FordFalcon

falconclub.com



Falcon Club

@FordFalconClub

The Falcon Club of America (FCA) is dedicated to preserving the #FordFalcon and #Falcon automobile built from 1960 to 1970. Curious? #WallyTirado

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Falcon Club @FordFalconClub · Apr 2
APRIL 2019 COVER: 1969 #FordFalcon Futura Sport Coupe o
Goddard of Tucker, Georgia (FCA #2371) Found in the classic
National Falcon News. You can find more about just how rare!
This month's magazine, fcaclub.com/jan



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